(e) GATT agreement is not likely to have any impact on aviation industry.

(f) The role of the Government is to provide facilities for the development of the industry and as such it does not compete with any group of companies.

Enquiry into aircraft landing in Hyderabad

4315. SHRI TINDIVANAM G. VENKATRAMAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Captain Bhalla has been given a good chit regarding the aircraft landing at agricultural land in Hyderabad to avoid an air crash;

(b) whether Government think that Captain Bhalla's decision saved the lives of the air passengers and as such he should be given the nations highest award rather than put him on the dock and make him starve pending departmental inquiry;

(c) whether it is a fact that the enquiry into the Hyderabad forced landing is hanging fire;

(d) if completed whether Government would place the enquiry report on the Table of the House; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b). Indian Airlines Airbus A-300 aircraft, operating flight from Madras to Delhi via Hyderabad, under the command of Capt. R. P. Bhalla met with an accident in a paddy field near Tirupati on 15th November, 1993. The accident was investigated by a Court of inquiry appointed by the Government. The investigations have revealed certain lapses on the part of Capt. Bhalla for which his Pilot-in-Command rating on A-300 aircraft has been suspended for a period of one and a half year from the date of accident.

(c) to (e) The inquiry has been completed and as per the practice, the report of the Court of Inquiry, alongwith Government's decision on the findings and recommendation made therein, has been placed in the Parliament House Library in October, 1994.

Proposal from NRIs for modernisation of Airports

4316. SHRI T. VENKATRAM REDDY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have received offers from the Non-Resident Indians for modernisation of airports in the country;

(b) if so, the details thereof; and

(c) the reaction of Government in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c): A proposal was received from the State Government of Kerala for extension of runway of Calicut airport for wide-bodied aircraft with the financial help of the public including non-resident Indians. The Malabar International Airport Development Society, set up by the State Government, has undertaken the responsibility of mobilising resources and providing the funds to Airports Authority of India as advance to be repaid out of the earnings of the airport. The Central Government has given its no objection to the proposal.

National Plan Target forget for the Arrival of Foreign Tourists

4317. SHRI RAHASBIHARI BARIK: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have drawn up national plan target for the arrival of foreign tourists by the end of century;

(b) the amount of investment proposed to be made to implement the plan drawn up for that period; and

(c) the sources through which the fund is expected to be mobilised to achieve that target?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) The Department & Tourism has prepared a working paper for receiving 5 million tourists by 1996-97. The target was later set for the end of the current century. According to the national estimates contained in the paper, the investment required for achieving the target is Rs. 39100 crores which is to be shared between the Cental and State Governments, Public Sector Undertakings and the private sector.

Plan to Construct 2-Star Hotels

4318. SHRI V. HANUMANTHA RAO Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) how may 2-Star hotels are planned by ITDC in 1995-96 and 1996-97 around the country;

(b) whether Government is aware of the demand for modestly priced hotel accommodation;

(c) if so, what steps are proposed in this regard;

(d) whether any financial assistance has been extended for construction of 2-Star hotels in the country; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The Annual Plan 1995-96 of ITDC does not envisage any specific plan scheme/outlay for the construction of new hotels including 2-Star Hotels in the country. The plan proposals for the year 1996-97 have not been formulated.

(b) to (e) Yes, Sir. To encourage the growth of such hotels, Government is giving interest subsidy @ 3 per cent to 5 per cent on the loans granted by Tourism Finance Corporation of India, Industrial Finance Corporation of India and State Financial Corporations. However, this subsidy is not applicable to hotels located in the four metropolitan cities i.e. Delhi, Bombay, Calcutta and Madras.

Effect of Economic Reforms on Rural People

4319. SHRI KRISHAN LAL SHARMA Will the Minister of FINANCE be pleased to state:

(a) whether the reform process started in the year 1991 has had any effect on the rural India where about 85 percent of the people of the country live;

(b) if so, the nature of beneficial effects on their economic well-being; and

(c) how far these reforms have benefited them in regard to availability of water and electricity?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M. V. CHANDRASHEKARA MURTHY): (a) to (c) The Govenment has accorded the highest priority to promoting sustainable, employment intensive growth in its economic reform policies. The overall economic growth in terms of GDP at constant factor cost has improved from 0.9 per cent in 1991-92 to 4.3 per cent in each of the years 1992-93 and 1993-94 and is expected to be 5.3 per cent in 1994-95. This acceleration of growth supported by a robust agricultural performance is expected to improve the economic condition of rural population in the country.

Average real agricultural wages, which reflect the economic condition of agricultural labourers, declined by 5 per cent in the crisis year of 1991-92 (agricultural year—July to June) for the country as a whole. But what is extremely significant is that in the recovery years of 1992-93 and 1993-94 they increased by 5.6 per cent and 3.6 per cent respectively, more than compensating for the drop in 1991-92.